



North Minneapolis Greenway Community Engagement Efforts

Image by Community Design Group, courtesy of Twin Cities Greenways and
Bike Walk Twin Cities



History of Greenway Visioning in North Minneapolis

- Idea came from Twin Cities Greenways
- 2011 community engagement on the concept
 - 10 workshops
 - 89% of participants agreed or strongly agreed that a greenway would be an asset to the community
 - Most participants (73%) agreed that they would be happy to have a greenway street in front of their homes
- 2012: Health department dedicated some of its obesity prevention funding to continue planning and community engagement

Fall 2012 Planning and Engagement

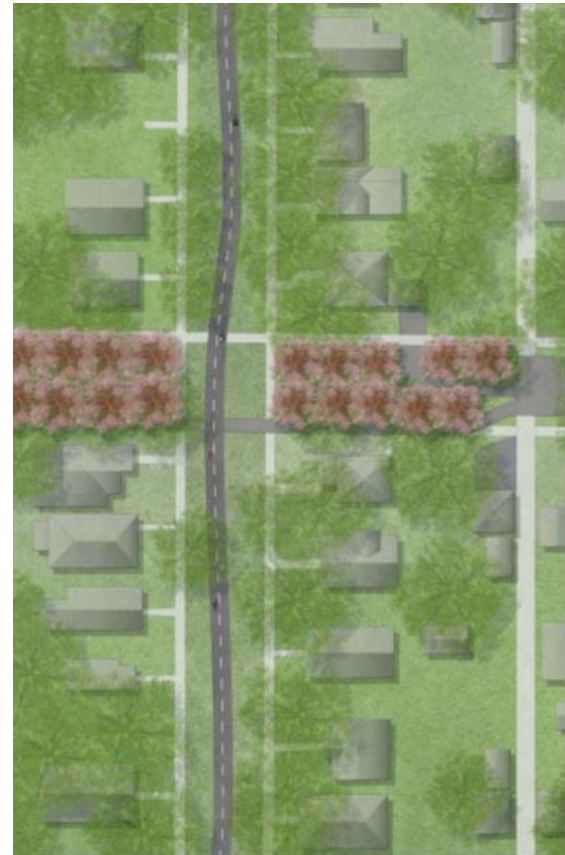
- Health department formed steering committee
 - North Minneapolis residents
 - BAC member
 - CPED
 - Mpls Park and Recreation Board
 - Hennepin County
 - Public Works

Fall 2012 Planning and Engagement

- Hired consulting firm to develop 3 route options and 3 design options
 - Full “linear park” greenway
 - Half-and-half greenway
 - Bike boulevard
- Publicized concept in the community; hosted open house
- Sought input on route and design options via survey



A “half and half” has a trail on one half of the street and car traffic on the other side. The street is either one-way with parking or two-way without parking. The trail crosses some intersections diagonally so that bikes do not have to stop and car traffic is minimal on the street next to the trail.



A full “linear park” greenway eliminates car traffic from a street and replaces it with a trail and green space for bikes and pedestrians. Many intersecting streets are blocked off, providing more green space. There is room for amenities like BBQs, community gardens, playgrounds, and art.

Fall 2012 Planning and Engagement

- 452 people completed surveys
- 60-70% of people prefer or strongly like the linear park option
- Most people want a more direct route
- People who live on potential routes want it on their streets
- Generally, there is a lot of support for this idea, across the city and in north Minneapolis

Winter 2013 Community Engagement

- Selected a route and applied preferred design options as appropriate
- Divided route into 5 segments, mailed letter and map to households and property owners on the route
- Held segment-specific meetings and conducted another online survey to assess:
 - Route support
 - Design support
 - Likes and concerns
- Open house in early February
- Meetings with high school students
- Goals were to assess:

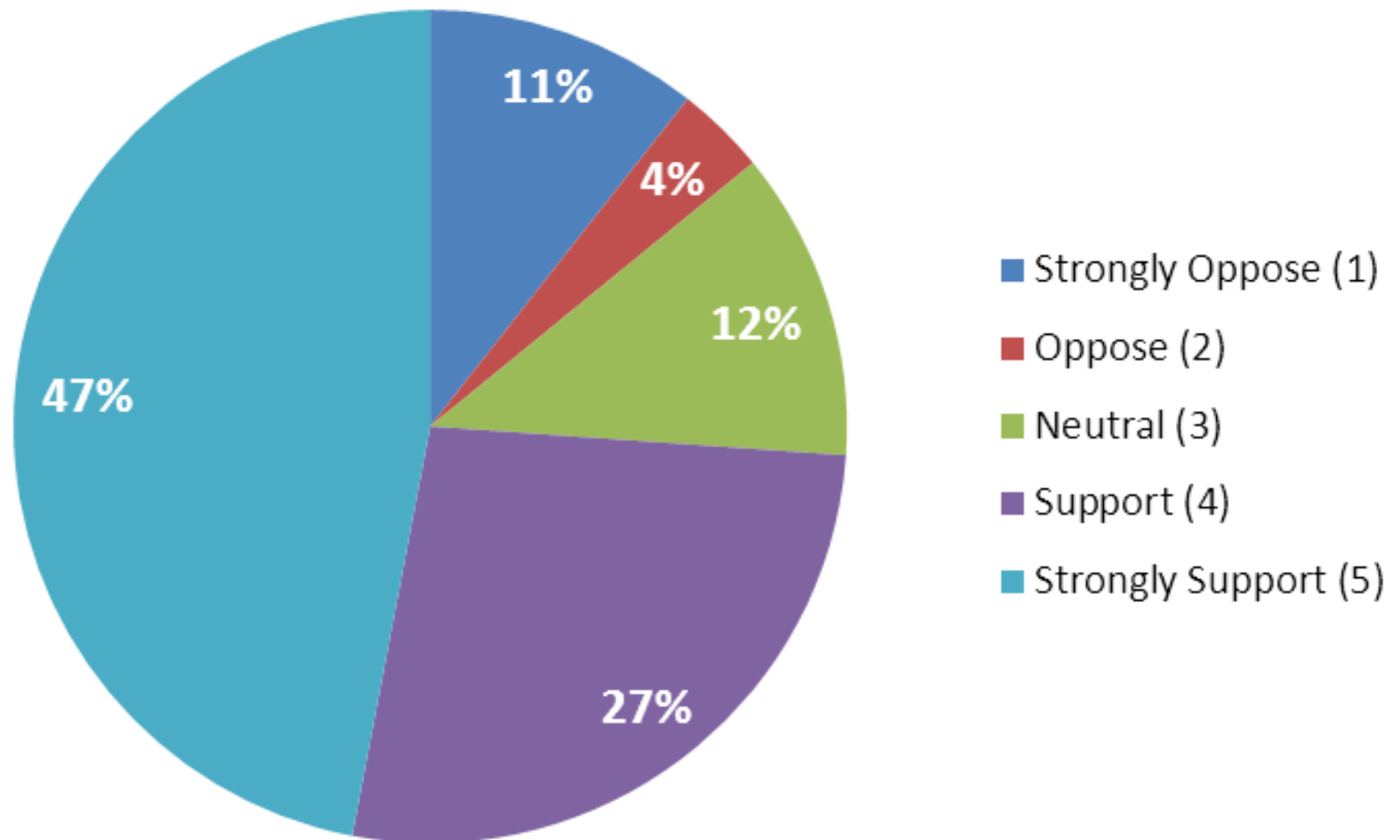
Who participated?

- ▣ 371 surveys completed:
 - ▣ 295 online
 - ▣ 62 at neighborhood meetings
 - ▣ 14 at the open house

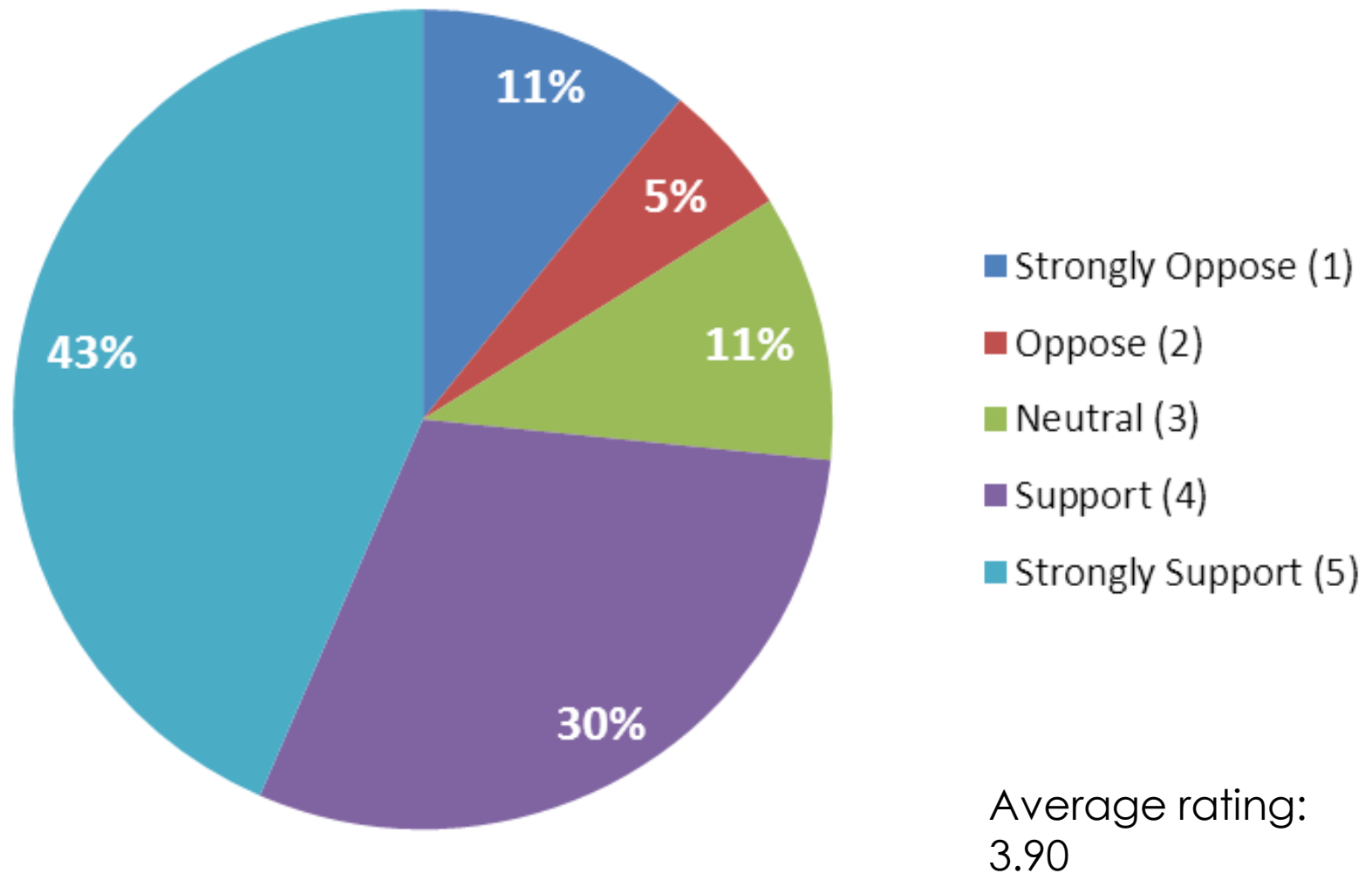
Where respondents live:

Directly on the greenway route	108 (29.3%)
1-4 blocks from the route	101 (27.4%)
Elsewhere in north Minneapolis	49 (13.3%)
<i>Total north Minneapolis</i>	<i>258 (70.1%)</i>
Outside of north Minneapolis	110 (29.9%)
Total	368

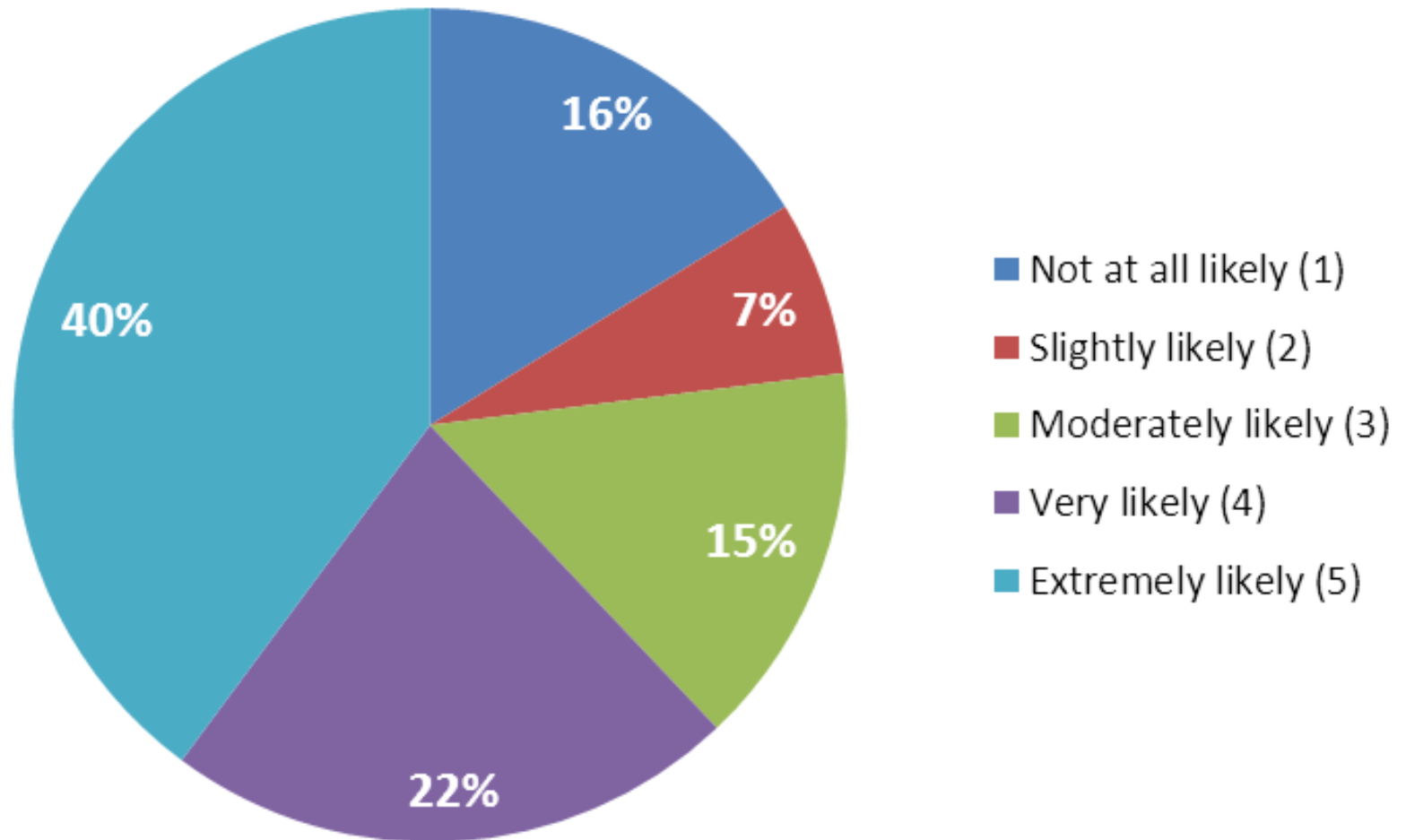
Overall support for the route



Overall support for greenway types

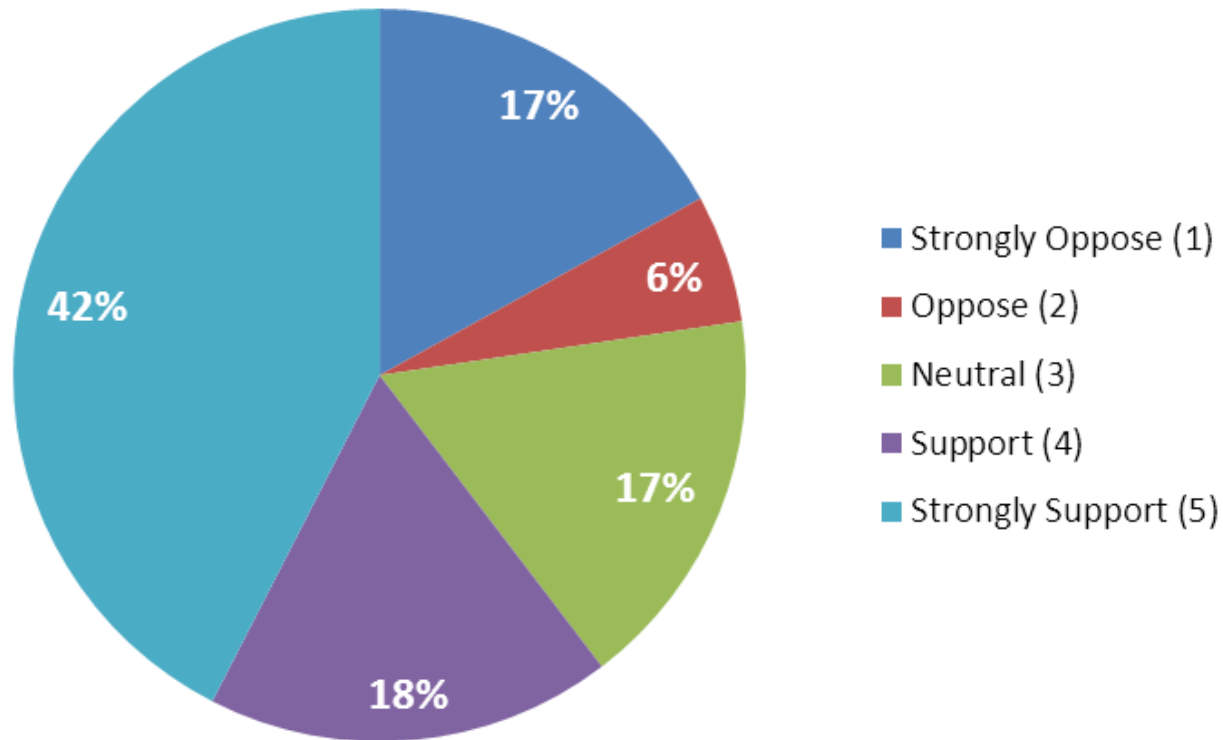


Likelihood of use



Respondents who live on the route

94% of respondents living on the route own their property

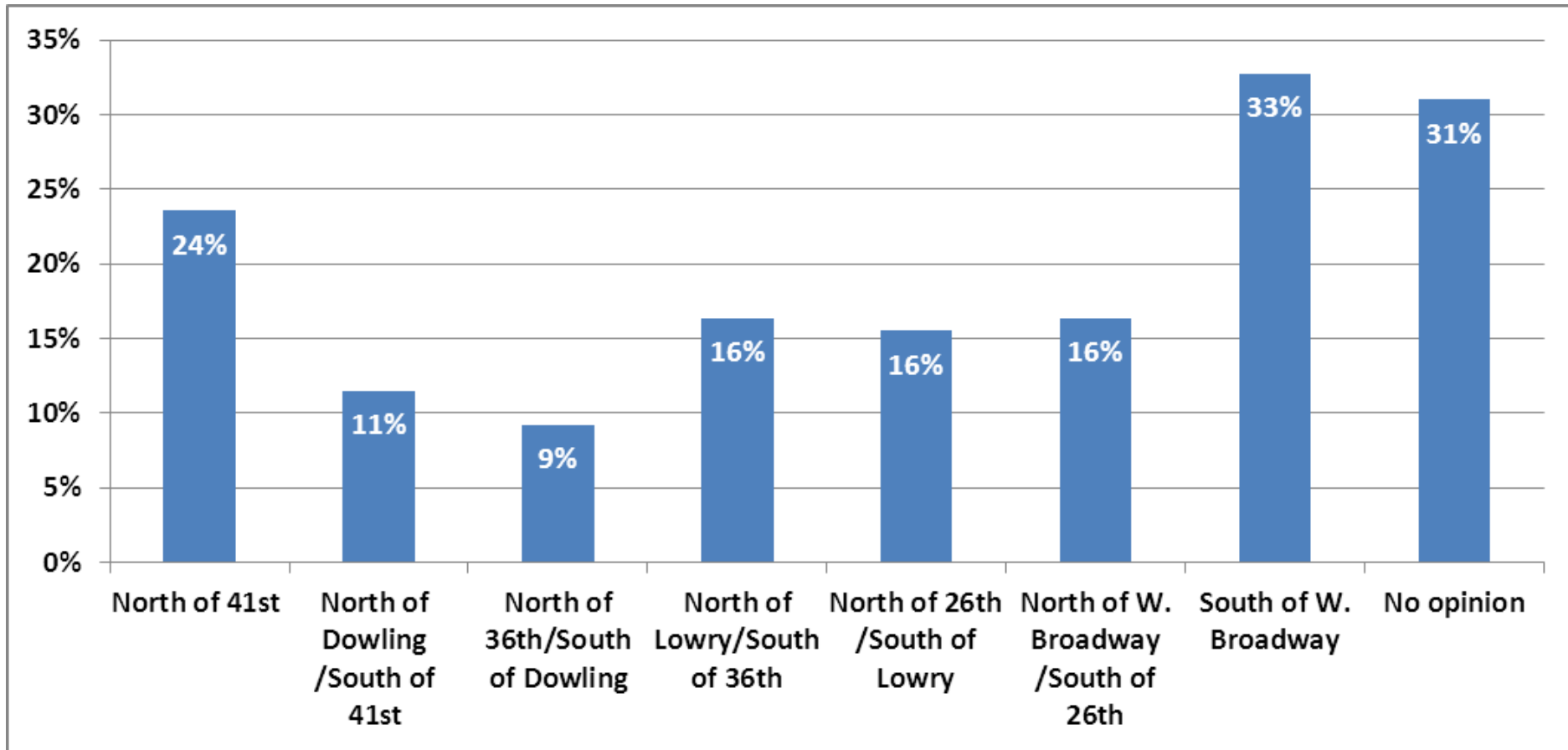


Support among route segments (respondents who shared address/block)

Segment #	Support/ strongly support	Neutral	Oppose/ strongly oppose	Total # of respondent s
1: Route segment south of W. Broadway Ave.	78.95%	21.05%	0.00%	9
2: Route segment north of W. Broadway Ave. and south of 29 th Ave. N.	43.75%	31.25%	25.00%	16
3: Route segment north of 30 th Ave. N. and south of 36 th Ave. N.	69.23%	10.26%	20.51%	39
4: Route segment north of 36 th Ave. N. and south of 41 st Ave. N.	41.67%	8.33%	50.00%	12
5: Route segment north of 36 th Ave. N. and south of 41 st Ave. N.	64.29%	14.29%	21.43%	14
Total (full route)	63%	16%	21%	

Priority segments for construction

(respondents could select up to three segments)



Respondents who live on the route

Like/+’s

- ▣ Safer for biking and walking, safe for kids
- ▣ Good way to get around, good connections
- ▣ Less crime
- ▣ Less pollution, noise
- ▣ Improve perceptions and draw people to north Minneapolis
- ▣ Increase in green space, beauty
- ▣ Flood mitigation potential
- ▣ Improves health

Respondents who live on the route

Concerns

- Parking for household and guests
- Alleyway condition/maintenance; speeding; being blocked, safety/lighting
- Crime increases, more car break-ins
- Cost to homeowners (assessments and tax increases)
- Access for people with disabilities
- Access for deliveries, moving
- Privacy, keeping people out of yards
- Crossing major streets safely
- That it won't be built soon enough (or ever)

Next Steps: Community Engagement

- Develop ongoing mechanism to engage residents, neighborhood organizations and other community stakeholders
- Get more input from renters, non-White and non-English speaking residents
- Facilitate a community-led visioning for the greenway and potential amenities

Next Steps: Public Works

- ▣ Feasibility study
- ▣ Issues and mitigation of issues